



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- No appropriate access along this section of trail—steep grades, etc.
- Lake Sammamish and Marymoor Parks provide best, most logical access
- Potential access via foot or bike (but no space for parking) just south of SE 26th Street
- Access should be dawn to dusk only

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- None noted

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- No room for parking in this section of trail
- Possible parking space near 7-Eleven Store
- Parking already exists at Lake Sammamish and Marymoor State Parks

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- There are multiple driveways that cross the trail right-of-way in this section—poor visibility
- Steep slopes in this section raise concerns about safety at trail crossings
- Stop signs needed for bikers and pedestrians
- Install bollards to ensure that bikers dismount at crossings
- There are already concerns about speeding cars and child safety without a trail
- Peak hour trail use (10am-3pm) could reach 700-800 people per hour—how are property owners expected to access their driveways with that kind of foot/bike traffic?

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- None noted



The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Trail users can use restrooms at Lake Sammamish and Marymoor Parks
- Restrooms not appropriate in this section because of potential problems with existing grinder sewage system
- Picnic areas already exist at Lake Sammamish and Marymoor Parks
- No garbage cans along trail—concern that they would be turned over and vandalized

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- None noted

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Big concern about who would be responsible for cleanup if horses were allowed on trail

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- “No Parking” signs are needed

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Security and privacy are big concerns
- Safety and trail aesthetics are also big concerns
- Chain link fence needed to keep trail users off private property



Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- E. Lake Sammamish Place SE is not appropriate place for trail—too much traffic
- Why not widen E. Lake Sammamish Parkway and use that as a trail?

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class 1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted

General Comments

- Some of the homeowners in this section of trail were not notified about this meeting
- There has been poor communication between King County and property owners throughout this trail planning process
- There are big concerns about liability
- Participants in this group fear that King County will eventually turn the trail into a park
- Concerns that King County will take over community beach rights/access
- Why not make E. Lake Sammamish Place SE into a one-way street?
- Concern about maintenance along the trail—will County ensure regular cleanup?
- What is County's plan for maintaining security for property owners along the trail?
- Who will police the trail? How does it work on the Burke Gilman Trail?
- No interim trail!